

FACTS ABOUT

Truck and Bus Regulation Special Provisions*Exemptions and credits delay some of the clean-up requirements*

The Air Resources Board (ARB) approved a new regulation in December 2008 to significantly reduce emissions from existing on-road diesel vehicles operating in California. The regulation requires affected trucks and buses to meet performance requirements between 2011 and 2023. By January 1, 2023, all vehicles must have a 2010 model year engine or equivalent. For general information about the regulation, please see Overview of the Truck and Bus Regulation. This fact sheet describes the exemptions, delays and credits available in the regulation for certain vehicle types and certain situations.

How do fleets take advantage of the special provisions in the regulation?

Fleets that qualify for credits or have vehicles that qualify for special provisions can delay some of the vehicle replacement or PM filter requirements. Fleets who use the special provisions must report information about all of their vehicles.

I own one truck. Do I have to meet requirements on the same schedule as large fleets?

No, there are optional provisions for fleets with 3 or fewer vehicles that delay the first clean-up requirements until January 1, 2014. Please see the *Truck and Bus Regulation Small Fleet Provisions* for details.

I have retired several vehicles from my fleet. Are there any provisions for this?

Yes, fleets that have fewer vehicles compared to July 1, 2008, may claim credit for each vehicle retired. The credit expires in 2014, and, effectively delays the clean-up of another vehicle by one year.

I drive my truck infrequently. Are there any special provisions for low-mileage vehicles?

Yes, truck tractors or vehicles with gross vehicle weight rating (GVWR) greater than 33,000 pounds that operate fewer than 7,500 miles per year are exempt from any replacement requirements until 2021; however, they do need to meet the PM filter requirements. If a truck uses power take off (PTO) to perform work while stationary, the annual engine hours would also need to stay below 250 hours to qualify. All other vehicles would be eligible for the same delay if operated less than 5,000 miles per year (and less than 175 hours per year if PTO is used while stationary).

Vehicles that operate less than 1,000 miles per year, and less than 100 hours per year in California, are exempt from any clean-up requirements. However, these vehicles must have functioning odometers and hour meters to qualify. Out-of-state vehicles may also qualify if the fleet owner can document vehicle usage in California. Once a year, out-of-state fleets can also apply for a pass to operate one truck not meeting the clean-up requirements.

I have a unique vehicle that cannot be replaced with a used one. Do I have to buy a new one?

No, if there isn't a used vehicle available with a 2007 model year engine or equivalent that performs a similar function, then the vehicle would not need to be replaced until 2021. The owner would need to install an exhaust retrofit that reduces NOx emissions, if available, and would need to meet the PM filter requirements. Cab-over engine truck tractors that exclusively pull 57 foot trailers can be operated until January 1, 2018, before having to be replaced, provided the engine is a 2004 model year engine and meets the PM filter requirements.

Are there any provisions for vehicles that operate in parts of the state where the air is cleaner?

Yes. Any vehicle that operates exclusively in less polluted areas of the state is exempt from the replacement requirements until 2021, but remains subject to the PM filter requirements. The areas are the counties of Alpine, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Monterey, Plumas, San Benito, San Luis Obispo, Santa Cruz, Shasta, Sierra, Siskiyou, Trinity, Tehama, and Yuba. There are no usage limits for this provision, but fleets must install GPS tracking systems on those vehicles for documentation purposes.

I have trucks that support emergency operations. Are they exempt like emergency vehicles?

No, they remain subject to the regulation; however, the usage accrued when the vehicle is used for emergency operations can be excluded when determining the annual usage. This may allow the vehicle to qualify for the low usage provisions. The owner must keep records documenting dispatch by a governmental emergency management agency for travel to and from an emergency event.

Is there any credit for hybrid or alternative fueled vehicle?

Yes. Although not required, a fleet can report alternative fueled vehicles in their fleet average to claim credit. Alternative fueled engines would have a PM emissions factor of zero and a NOx emissions factor consistent with the engine certification model year. Hybrid vehicles that achieve 20 percent fuel economy improvements, compared to a similar diesel vehicle, can receive double credit towards the PM and NOx requirements until 2017.

Will I be penalized if a replacement vehicle that I have ordered is delayed?

If the replacement vehicle, engine or exhaust retrofit is purchased 4 months before the compliance date, the fleet will be considered to be in compliance and will not be penalized.

Is there any benefit for installing a PM filter before the first compliance date?

Yes, a vehicle that has the best available PM exhaust retrofit installed prior to 2010 will be exempt from the NOx performance requirements until 2014.

Do school buses have to meet the same requirements as other trucks?

No, school buses have to meet similar PM requirements and do not have to be replaced except for pre-1977 model year buses. See the fact sheet Truck and Bus Regulation School Bus Provisions.

Are there any provisions for agricultural use trucks?

Yes, there are provisions for vehicles used exclusively for agricultural operations, for supplying agricultural chemicals to farms, and for hauling agricultural products to the first point of processing. The provisions are described in Truck and Bus Regulation Agricultural Vehicle Provisions.

Many bus fleets have motor coaches, do they have more time?

Yes, motor coaches that are 35 feet or longer, with a separate luggage compartment and with seating for 40 or more passengers, are exempt from the replacement requirements until 2017. Beginning January 1, 2017, motor coaches must meet a different (NOx) phase-in schedule.

If a PM filter is not available or cannot be installed safely, do I have to replace the engine?

For a given vehicle, if a PM exhaust retrofit cannot be installed safely, or is not available at least 10 months prior to the next compliance date, it will not be required to be installed. If by 2018, there is still no verified exhaust retrofit, the engine will be required to be replaced.

What are the requirements for on-road cranes and street sweepers with two engines?

Both engines of privately and federally owned two-engine street sweepers are subject to the regulation and both must be cleaned-up on the same schedule. Both engines of two-engine on-road cranes are now subject to the In-Use Off-Road Vehicle Regulation. More information about the regulation is available at: www.arb.ca.gov/msprog/ordiesel/ordiesel.htm

For More Information

Fact sheets, and additional information are available at: www.arb.ca.gov/dieseltruck or by calling ARB's diesel hotline at (866) 6DIESEL (866-634-3735).

To obtain this document in an alternative format or language please contact (866) 634-3735.